

# The Daily Argus.

Saturday, January 29, 1916.

## PEORIA & ROCK ISLAND R. R.

Change of Time.

Commencing Monday Jan. 17th, the above road will run two passenger trains daily to Peoria, leaving Rock Island at 6 a. m. and 1:45 p. m.

The 6 a. m. train makes close connection at Galva with C. & Q. for Galesburg, Burlington, Quincy, Monmouth, and Bushnell. Passengers for Galesburg, Bushnell and Quincy on this train each destination.

FROM 2 TO 8 HOURS IN ADVANCE OF ANY OTHER ROUTE.

At Peoria connects with P. & J. for Jacksonville, Springfield and St. Louis, reaching St. Louis at 7 p. m. The 1:45 p. m. train makes close connection at Galva with the C. & Q. road, reaching Galesburg 4:45 p. m., Knoxville 5:00 p. m., Alton 5:40 p. m., Monmouth 5:44 p. m., Yates City 5:50 p. m., Bushnell 6:14 p. m., Macomb 6:40 p. m., Keokuk 6:45 p. m., Burlington 7:00 p. m., Quincy 9:15 p. m., Keokuk 9:25 p. m.

To the 1:45 p. m. train we have added a new feature for the comfort of passengers via our line: A Parlor Car, with Reclining Chairs and State Rooms, will be run through to Cincinnati, giving those who desire it all the privacy and comfort of a Palace Day Car at a cost per seat to Peoria of only 25 cents; Indianapolis 75 cents; Cincinnati \$1; State Room to Indianapolis \$2; to Cincinnati \$3.

Arrive in Peoria 6:30 p. m., Indiana 6:45 a. m. connecting for all points east; Cincinnati 9:00 a. m. connecting with B. & O. R. R., for all points east; Louisville 8:45 a. m. connecting for Nashville and all points south.

Eastern trains leave Indianapolis via P. & C. St. L. R. V. 4:25 a. m. for Columbus, Pittsburgh and New York, without change, via C. & C. & I. R. V. 4:30 a. m. for Cleveland, Buffalo, Albany, New York and Boston.

This schedule, with the through car arrangement, makes this the best line in the field for eastern and southern business from Rock Island.

Parlor Car diagrams can be seen, and accommodations secured, also, through tickets can be purchased, at the Peoria & Rock Island depot, Rock Island, and at the Western Union telegraph office, Dayton.

J. R. HILLARD, Receiver, Peoria.  
J. S. V. MAHONEY, Gen'l. Ticket Agt., Rock Island.

## Railroad Time Table.

### PEORIA & ROCK ISLAND RAILWAY.

SHORTEST ROUTE TO THE EAST AND SOUTH.

LEAVE ARRIVE

Eastern R. 6:00 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Western R. 6:30 a. m.

Western R. 6:30 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Eastern R. 6:00 a. m.

Eastern R. 6:00 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Western R. 6:30 a. m.

Western R. 6:30 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Eastern R. 6:00 a. m.

Eastern R. 6:00 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Western R. 6:30 a. m.

Western R. 6:30 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Eastern R. 6:00 a. m.

Eastern R. 6:00 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Western R. 6:30 a. m.

Western R. 6:30 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Eastern R. 6:00 a. m.

Eastern R. 6:00 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Western R. 6:30 a. m.

Western R. 6:30 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Eastern R. 6:00 a. m.

Eastern R. 6:00 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Western R. 6:30 a. m.

Western R. 6:30 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Eastern R. 6:00 a. m.

Eastern R. 6:00 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Western R. 6:30 a. m.

Western R. 6:30 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Eastern R. 6:00 a. m.

Eastern R. 6:00 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Western R. 6:30 a. m.

Western R. 6:30 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Eastern R. 6:00 a. m.

Eastern R. 6:00 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Western R. 6:30 a. m.

Western R. 6:30 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Eastern R. 6:00 a. m.

Eastern R. 6:00 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Western R. 6:30 a. m.

Western R. 6:30 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Eastern R. 6:00 a. m.

Eastern R. 6:00 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Western R. 6:30 a. m.

Western R. 6:30 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Eastern R. 6:00 a. m.

Eastern R. 6:00 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Western R. 6:30 a. m.

Western R. 6:30 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Eastern R. 6:00 a. m.

Eastern R. 6:00 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Western R. 6:30 a. m.

Western R. 6:30 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Eastern R. 6:00 a. m.

Eastern R. 6:00 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Western R. 6:30 a. m.

Western R. 6:30 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Eastern R. 6:00 a. m.

Eastern R. 6:00 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Western R. 6:30 a. m.

Western R. 6:30 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Eastern R. 6:00 a. m.

Eastern R. 6:00 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Western R. 6:30 a. m.

Western R. 6:30 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Eastern R. 6:00 a. m.

Eastern R. 6:00 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Western R. 6:30 a. m.

Western R. 6:30 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Eastern R. 6:00 a. m.

Eastern R. 6:00 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Western R. 6:30 a. m.

Western R. 6:30 a. m. Mail & Ex. 1:10 p. m.

Mail & Ex. 1:45 p. m. Eastern R. 6:00 a. m.

## CITY.

### NEW DEPARTURE.

#### "The People's Line."

The Rockford, Rock Island & St. Louis R. R., will on and after Sunday, Dec. 5th, run a

#### PAST EXPRESS

leaving every night at 9:50 p. m., arriving in St. Louis in time for western and southern connections. Making close connection at

#### BEARDSTOWN

for Springfield and points east, arriving there

#### HOURS IN ADVANCE OF COMPETING ROUTES

leaving at 8:10 a. m. makes close connection for Burlington, arriving there at noon.

#### FOUR HOURS RUN.

Connecting at Beardstown for Springfield, P. & J. Louisville, Cincinnati, and other eastern and southern routes.

Sleeping cars on night trains. Baggage checked through. Patronize the "People's Line." J. MEREDITH DAVIES, GEO. SKINNER, Gen'l. Pass. Agt. Gen. Manager. 4d1f

All kinds of sewing machines repaired at the Boston Bazaar. 22-2d wtf

A useful present in the furniture line can be had at Kroger & Freytag's. See advertisement.

NICE RULING done at THE ARGUS BINDERY. Leave orders at the counting room.

Win. Kaler, having made arrangements with J. Fisher for his No. 1 cigars, now offers them for the usual low price. 29d3t

Jonas Boar says he will sell new and stylish clothing cheaper than any other responsible house, and that his entire stock is fresh, new and first class.

ATHLETIC CLUB LECTURE COURSE.—Reserved seats for Henry Vincent's lecture may be had at Crampton's, Tuesday, at 3 p. m.

YOUR TAXES ARE DUE.—State, county and city taxes are due. Office over Hong Kong tea store. 29d15-3m J. R. HUBER, Collector.

Winter shawls and cloaks at Mitchell & Parsons' at an immense reduction in price. New stock of shawls of the latest patterns bought cheap and to be sold cheap. 29d15-3m

RELIGIOUS.—M. E. Church. Morning Text.—The fear of God is the beginning of wisdom. Prov. ix-10.

Evening Text.—There is a friend that sticketh closer than a brother. Prov. xviii-24.

Johnson's Rheumatic compound, it is claimed, will greatly alleviate suffering. The proprietors, Messrs. R. E. Sellers & Co., Pittsburg, Pa., guarantee it as doing all that is claimed for it and recommend it as the best remedy for rheumatism in the market. See advertisement.

THE BAL MASQUE.—The leap year ball masque at the residence of Mr. and Mrs. W. M. Cox last evening was a magnificent affair. It was undertaken by some of the daughters of our first families. \* \* \* The committee discharged its duties with tact and discrimination, and the result was a gathering which must have made Mr. and Mrs. Cox, who are new to Rock Island society, extremely pleased. 29d1f.

CENTRAL PRESBYTERIAN CHURCH.—Rev. J. W. Hubbard, of Fulton, Ill., will preach in the Central Presbyterian church tomorrow morning and evening.

Rev. J. R. Findley, pastor of the Central Presbyterian church, is absent from the city, holding a series of night meetings in Atlantic, Iowa.

The Weather.—To-Day. The following shows the temperature at THE ARGUS OFFICE to-day as indicated by thermometer:

7 A. M. 0° below zero 12 M. 9° above zero 5 P. M. 0° 2 P. M. 11°

California Sunday Train. The train from California going East via Chicago, leaves this city, to-morrow morning at 8:20.

Also, the train from the East for Omaha, San Francisco and all intermediate points, leaves this city to-morrow evening at 6:20.

Overcoats Stolen. About 6:30 o'clock last evening some sneak thief entered the front door of Mrs. Myers's boarding house, in Eggleston's row, and took two overcoats which were hanging in the hall. One of them, a blue heavier coat, valued at \$30, belonged to H. H. Standish. The other, a brown coat, valued at \$10, belonged to C. V. Post. Neither was recovered, but parties are suspicious. The theft was a bold one, several persons being in the parlor and others in the dining room at the time.

Discriminating Freight. The Union, in publishing the Chicago Times report of Mr. Win. M. Cox's remarks, says:

"The Union in its report also states that J. Meredith Davies, general passenger agent, stated that Mr. Geo. Skinner, general manager, had time and again ordered Cox to take the Rock Island railroad for the transportation of live stock the week last for \$22. The statement of these gentlemen made a favorable impression on the committee."

Exactly what the *Inter-Ocean* did say was as follows:

"Mr. J. Meredith Davies, general passenger agent of the Rockford and Rock Island railroad, in illustration of the outrageous discrimination, stated that recently offered \$22 for a certain amount of freight to Chicago, for which the rate was last year \$15, but the offer was declined. He was secretary of the Department of Trade, and he knew that the rate was not affected against Chicago."

The facts, as we understand them, are as follows: The regular tariff over the C. R. I. & P. R. from Colona to Chicago, on a car of stock, is \$39.55, and the C. R. I. & P. now charges the Rockford \$30. The former rate was \$25, not \$22 nor \$15. The distance from Colona to Chicago is 169 miles, and the present rate \$30. On the Rockford, for a car of stock from Monmouth (one of its principal points) to Colona, 52 miles, the rate is \$18.15. From Colona to Chicago, 10 miles \$11.20. We do not see that the C. R. I. & P. can be fairly censured for charging \$30 for 169 miles, when the Rockford charges \$18.15 for only 52 miles, or \$11.20 for only 10 miles. The amount of business offered has much to do with special rates, as every good railroad man knows. If the Rockford had as much business to offer at Colona, now as it had a few years ago, we have no doubt that the C. R. I. & P. would give it as favorable special rates as then. It requires tact, experience, influence, etc., to get business for a railroad and keep it, as well as it does to get business for a plow factory or a store.

—Court Records and books for county offices made in the best manner at THE ARGUS OFFICE.

### Eastern Freight.

In this paper will be found an article from the Chicago Times, sent to us by Mr. J. Meredith Davies, general passenger agent of the Rockford road, with the following note:

"Will the editor of THE ARGUS please make as much use of the enclosed article from the Chicago Times as you can, favorable to this road and locally, and very much obliged."

J. M. DAVIES.

We cheerfully comply with the request of Mr. Davies and give place to the entire article—but it strikes us that Mr. Cox's little speech was about the worst possible thing he could have done for the interests of those who are managing the Rockford road—especially so in his statements as to the great falling off of business, and of their inability to work with the Chicago lines. The reason Mr. Cox was before the Chicago board of trade at all was a request from the officials of the Rockford road that he might be heard there. It was unfortunate for the Rockford that they sent a young man to that meeting of so little experience and judgment as Wm. M. Cox, who made admissions and statements there, published and unpublished, which show that he is not a competent man to have charge of such large interests. The effect of his speech is to show that the Rockford road can not be a paying institution unless run in friendly connection and on equal terms with the Chicago roads.

Several sharp conflicts of opinion appear to have taken place between Mr. Cox and Mr. McMullen, one of which the *Times* reporter gives only one side of. The report, as printed, says:

"In answer to an inquiry on the part of the chairman of the committee why such a state of affairs should exist, and what had caused the three great roads to Chicago [the Chicago, Burlington & Quincy; the Chicago, Rock Island & Pacific; and the Chicago & Alton] to adopt the policy they had toward the Rockford, Mr. Cox replied that he owed to a powerful combination between the three roads, with the end in view of so crippling the finances of the Rockford, Rock Island & St. Louis road as to make it sale necessary, and enable the combination to purchase it at a low price."

Upon this statement being made, Mr. McMullen, who is general superintendent of the Chicago & Alton, asked Mr. Cox if he had noticed any anxiety on the part of the roads he charged as being in combination to get possession of the Rockford, or if he knew of any steps either of them had taken towards such an end. Mr. Cox said he had not and did not know of any movement of the sort, and he voluntarily added that Mr. Osterberg was a great deal more anxious to sell than those roads were to buy.

The allusion Mr. Cox made to "the so-called bankrupt roads" is understood to mean the Peoria & Rock Island, the Toledo, Peoria & Warsaw, the Peoria, Pekin & Jacksonville, the Indianapolis, Bloomington & Western, etc., but Mr. McMullen sharply repelled the idea that they were fighting men of straw, and said "It was 'die for the pool' managers to argue that they were fighting bankrupt roads, 'for if the lines out of Indianapolis to the 'east are bankrupt, then the Pennsylvania 'company is bankrupt.'"

"Mr. McMullen submitted a statement showing how he was discriminating against the roads in Indiana, in favor of Chicago, in defiance of the granger laws. The arbitrary rate demanded by the eastern lines has almost entirely stopped the grain trade to Chicago. The roads from Indianapolis are offering to take grain from points on the Chicago road at 10 cents less than per 100 pounds than grain can be shipped for from Chicago. The same roads that control the rates from Chicago control the rates from Indianapolis, and are parties to the low rates from that point. He felt that the Chicago board of trade had the power to demand that the eastern roads should not allow the roads from Indianapolis to discriminate against Chicago. If they would take care of the roads from Indianapolis, the western roads would take care of the bankrupt concerns in the interior of the state."

It thus seems that Chicago is a good deal troubled because all the Mississippi valley is not its tributary; troubled because the people of "this locality" can find transportation to the Atlantic seaboard without going through its borders and paying tribute to its robbing elevators and ware houses, and whines because of the Indiana lines, and Mr. McMullen gives Chicago a lick back by saying: "You Chicago, undertake to control the roads from Indianapolis east and west, the western roads, will take care of the bankrupt concerns in the interior of this state."

And this brings us to the fact developed in this report, viz: that the interest of "this locality," alluded to by Mr. Davies, imperatively demands that the Indianapolis and Toledo connections east shall be patronized and fostered. Through these lines "this locality" has been placed on a par with Chicago as to cheap freight. Without them "this locality" would be at the tender mercies of the Chicago lines and the Vanderbilt lines. What the manufacturers, and the commercial men, and the farmers of "this locality," want is cheap freight to the Atlantic seaboard. "This locality" can never get that through the Chicago railroad interests. If our canal were built we could then hold these Chicago roads pretty level for 6 or 8 months in the year—and that would be a great point gained for cheap transportation. But a greater point still is to keep open the Indianapolis, and the Toledo, and the Pennsylvania, and the Baltimore & Ohio connections and bring those interests to fight for business from "this locality."

We very gladly comply with Mr. Davies's request to publish the article from the Chicago Times, and will do anything we can consistently to forward the interests of the Rockford road. But it seems to us that the remarks of Mr. Cox and Mr. McMullen have done it a very serious harm. They clearly establish the fact that for Atlantic freight to or from "this locality" our salvation depends on what Mr. Cox designates as "the so-called bankrupt roads," for they have put "this locality" on a par with Chicago as to cheap transportation.

STARTLING ANNOUNCEMENT.—Neuralgia in the head, Paralysis of the Brain and premature death are very frequently caused by the use of lead and other metallic poisons in the hair preparations, which have been absorbed into the system. In the pamphlet which accompanies the Egyptian Hair Coloring, simple directions are given, by which any one can detect poisons. It also contains a report of the Metropolitan Board of Health, showing in plain English the danger of using hair preparations containing lead, and endorsing the above article, which is the only safe and effective article. No sediments. No poisons. No stains. Is not a dye. Address Geo. Wm. Southwick, proprietor, New York; P. O. box 188.

### THE RAPIDS CITY MURDER.

#### A Visit to the Murderers in Jail.—What She Said—Her Appearance, etc., etc.

This forenoon a reporter for THE ARGUS called on Mrs. Nelsen, the woman who murdered her husband at Rapids City on Friday morning, a full account of which was given in this paper that evening.

He found her in the women's department of the jail, sweeping and cleaning the room. She is about 5 feet 8 inches tall; weight about 140 pounds; rather good looking; light complexion; dark hair; blue eyes; rather small hands, wore a black yellow checked calico dress, and has a rather bashful look, and taken all together, is not a woman who would ever be suspected of committing a cold blooded murder. She is rather shrewd, and evaded every direct question concerning the murder by saying that she had told of that matter before. She appears to be a woman who would be easily influenced by those for whom she has attachments. She speaks very good English, and can read and write both Swedish and English.

The following is the substance of her answers to questions put to her during the conversation:

My name is Brita Nelsen; I will be 25 years old May 1, 1916. I was born in Sweden, 5 years ago next August. I came to Moline three years ago this month, and was employed as a servant in the family of J. G. Wells for 8 months. I left his house because I was in a family quarrel, and since that time I have been a boarder. I think he is now in Moline. I left Mr. Wells in October; the child was born in January; it was a boy. In the following March I was married to Peter Nelsen; we moved immediately to Rapids City, and have lived there since that time. The reason I married Nelsen was, I suppose, when he discovered my condition, ran off, leaving me in a destitute condition, and I married Nelsen to get a home, and to escape the talk and insults of the people in Moline. Nelsen would have been 33 years old when I married him. He was cross and made me very unhappy. He never struck me. The last time I heard from Sweden (about two years ago) my father, Andrew (Gavai), was still living; my mother is dead; I have no brothers or sisters; I do not know to any church; my lawyer told me to talk about the case, and I will answer no questions concerning it. Peter Mickland boarded with us at Rapids City; my husband never said anything to me about him or appeared to be jealous, but then I knew he did not like him. My child died in July last. I rested well last night; I was very tired, not having had much sleep for several nights; I had been thinking about this matter (the murder) some time and could not sleep. Mr. Herkert is very kind to me, and has furnished me with some extra work to do myself with. My husband, I think, did not have any money. I would like to visit my home again; I have many things there that I will never use again and which would be very useful to my neighbors; I will soon become a mother again; I have nothing more to say.

When asked about her husband, she said: "My husband, Peter Nelsen, came to this country from Sweden about eleven (11) years ago; he had been working at Bowles's coal banks before we were married, after which we moved to Rapids City; he intended to become a citizen of the United States, having taken out his first papers; he had often spoken of taking out his last papers and becoming a citizen, but did not do so; my husband used to be a drunkard, but before we were married, I never saw him drunk but twice after we were married, although he often took a drink. My husband was a short, heavy set man, and a few days ago weighed 150 pounds."

"Nelsen left Rapids City Tuesday morning and said he was going to Moline; he is about 30 years old; good looking; I liked him very well, and he always sided with me, though not when my husband was around. My husband was always cross, and I never saw him so angry as he was over what he was fussing about."

When asked if she would like to say anything in the paper she said: "No. What's done, is done, and I can't help it now."

Mrs. Nelsen will probably remain in jail until the May term of the circuit court.

Messrs. Kenworthy & Beardsley have been retained to defend her. The defense will probably be insanity.

### The Valandschoot Case.

City Attorney Geest received, this morning from Ottawa, the opinion of the supreme court of Illinois on the Valand school case, delivered by Judge Breese.

We doubt if there is a man in Rock Island who will not say that the opinion is exactly in accordance with the facts in the case.

Opinion of the Supreme Court for the Northern Grand Division of the State of Illinois, in a case submitted at a term thereof, begun and held at Ottawa, on Tuesday, the fourteenth day of September, in the year of our Lord one thousand eight hundred and seventy-five.

Present—JOHN M. SCOTT, Chief Justice. SIDNEY REBER, Justice. W. K. McALLISTER, Justice. JAMES S. WALKER, Justice. FREDERICK W. BARNES, Justice. ALFRED M. CRAIG, Justice.

The City of Rock Island, No. 312, vs. Sophia C. Valand, Plaintiff, vs. the Rock Island Circuit Court, Defendant.

This was case in the Rock Island Circuit Court. The plaintiff, Sophia C. Valand, complained of the city of Rock Island, that a walk across Illinois street, half-way between Washington and Eagle streets, constructed of rough rock, brick and rubbish, with ruts and holes on both sides of the street, was a nuisance, and that the city was guilty of neglect in not removing the same, and that the plaintiff, driving along the street with due care, was thrown out and injured.

The jury found for the plaintiff, and assessed her damages at three thousand six hundred and seventy-five dollars (\$3,675.00). The court denied a motion for a new trial and rendered judgment on the verdict to reverse which the defendant appeals.

There is much conflict in the evidence rendering it somewhat doubtful if the crossing in question was in a condition so dangerous as to jeopardize the life and limb of any person under ordinary care. The jury are inclined to think the evidence shows that the driver of the wagon in which the plaintiff was seated did not use that care as a reasonably careful man would in going over a crossing with a two horse wagon constructed as this was. The weight of the evidence is he went over at a brisk trot. Again, it is proved to our satisfaction the seat of the wagon which the plaintiff occupied had no fastenings to hold it to the body of the wagon, or, if so provided, they were not applied, thereby making the seat quite liable to be thrown off on encountering a slight obstacle.

The driver of the wagon was plaintiff's husband, a hard drinker who had been to a drinking saloon that day against the injunction of his wife, who had charged him that day, not to drink. He himself was the keeper of a drinking saloon near the city and knew